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**From:** UPT Operations [OPS@UPTANKERS.COM]  
**Sent:** 7/17/2015 4:22:52 PM  
**To:** CAPE BIRD [cape-bird@SUPER-HUB.COM]  
**CC:** CSMAOperationsExternal (CY) [CSMOPERATIONSEXTERNAL@CSMCY.COM]; HOUSTONOPS@PROMARAGENCY.COM  
**Subject:** CAPE BIRD - STEM CONFIRMATION - TEXAS CITY  
**Attachments:** image0.png

Dear Captain George,

Good day

We have stemmed the following bunkers for your Vessel at Texas City

Quality : MGO DMA MAX SLP 0.1 %  
Quantity : 40 mt

Supplier : J.A.M. MARINE SERVICES  
Delivery : \* EX-BARGE IN LOCAL COORDINATION EITHER AT TERMINAL OR BOLIVAR RDS  
Delivery Date : EITHER IN TERMINAL DURING LOADING OPERATION OR AT BOLIVAR ROAD ON DEPARTURE,  
AFTER COMPLETION OF CARGO OPERATIONS

Agents RIC: Please liaise very closely with suppliers / bunker barge in order to arrange for delivery without any delay.

IMPORTANT: PLS CHECK WITH TERMINAL AND ADVISE IF SUPPLY CAN BE PERFORM CONCURRENTLY WITH  
LOADING OPERATIONS ALONGSIDE

Prudent measures must be exercised during bunkering including:

1. the newly bunkers received must be kept fully segregated from bunkers already on board.
2. Invite Bunkering Master/Barge representative to gauge vessel's tanks prior supply, prepare a Quantity on Board Report before and after bunkering. The same must be duly signed by the Ship and Bunkering Master/Barge. A note of protest must be tendered to the Bunkering Master/Barge, if they do not attend and/or sign.
3. Invite Bunkering Master/Barge representative to witness drawing of sealed samples at the ship's manifold. Request the barge representative to countersign the sample. In case of refusal issue a letter of protest.

Sample along with a copy of the BDR is to be landed for testing at Lintec Lab. It is imperative that Vessel carries out this operation.

Further, make sure that the vessel's representative participates and witnesses taking of barge manifold sample. All the samples must be securely sealed and provided with labels showing the physical suppliers name, vessel's name, product name, delivery date and place as well as seal number. The labels are to be

signed by both parties, i.e. the seller and the buyer. Further please make sure that the seal numbers are clearly marked on the bunker delivery note.

4. In almost all cases the supplier invites the Chief Engineer to measure the bunker barge or shore tank, or take a reading of the counter meter. Where this is not the case the Chief Engineer must insist that a crew member attends such reading-taking prior the bunkering starts and upon completion of bunkering. However, the Chief Engineer should make it clear before attendance, preferably in writing, that any such participation by the ship is "without prejudice and subject to cross checking with ships figures and to temperature and density". Such a reservation should also appear on any document that the ship may be asked to sign by suppliers, connected with quantity. Should the supplier refuse ship's staff to attend reading-taking, this fact also to be noted on any document referring to quantity supplied. Local regulation or restrictions not allowing the ship's staff to leave the vessel must be adhered to and noted on any document referring to quantity supplied.

5. Certificate of Quality to be obtained from the supplier or Delivery Receipt must specify the Quality of Bunker supplied (RME180/RMG380).

6. In case of short supply of Bunkers in excess of 0.3% notify the CSM Operation's Department and obtain advice.

7. Do not sign Delivery Receipt until you are satisfied that above conditions have been met.

8. In line with SOLAS Regulation VI/5-1 MSDS is to be delivered to the vessel prior bunkering from Suppliers or Via Agents. In the event that no MSDS is available, bunkering should not be delayed but a letter of Protest must be issued for non-compliance with SOLAS Regulations stating that the MSDS must be faxed or emailed to vessel soonest same available.

9. Claims concerning the quality of the bunkers delivered shall be submitted to the Seller in writing within fifteen days after delivery, failing which the rights to complain or claim compensation of whatever nature shall be deemed to have been waived and barred for all times. Hence, any claims notification / Lintec analyses reports that show deviation from specification must be reported to CSM Operations not later than 14 days from bunkers supply, always during business weekdays and hours in order to allow sufficient time to alert the bunker supplier of possible quality claim before the time bar expires.

Please confirm receipt of this message.

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Marios Panayides

Operator

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- as Agents to Owners or Disponent Owners -

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